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FRANK A. MUNSEY.

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The White Man's Burden.

In the old days when Kipling was writing of the treachery of "the Bear that looks like a Man," this trouble on the Indian frontier might have had most serious consequences. But the fear that Russia would take advantage of some uprising like that reported from Afghanistan has been virtually eradicated by the treaty between Great Britain and Japan, which pledges the Orientals to help the British repel any invasion of India, and further by the new Anglo-Russian treaty, which puts the dominions of Nicholas and Edward VII on a rather friendly basis.

However, the present trouble serves to call attention to the good reason that until lately existed for the British fear of a Russian invasion. If India were a thoroughly pacified and prosperous country, things would be different. But, as a matter of fact, uprisings are not uncommon, and famine and discontent are plagues that make the rule of the British anything but a success and an encouragement. Rebellions can be put down, and Tommy Atkins can undeniably prove himself a match for ten Mohmands; but, nevertheless, there is a steady drain upon the British treasury and the patience of the British public which must be hard to bear.

The white man's burden is heroic enough, under the most favorable circumstances, but when it means the transformation of millions of people from the oppression and caste of Oriental ignorance to the self-dependence of the modern Anglo-Saxon, it bears so heavily that every danger removed is a benefit to the whole world.

The Truth—Partly Clothed.

A correspondent of the Hartford Times bravely calls for a taboo against elbow sleeves and mosquito net shirt waists. Says he:

A few weeks ago I read a newspaper article concerning spring styles in men's clothing. I recall little about it except that men expect to wear all their clothes this year. I have been waiting for some kindred article respecting women's clothing, but have not noticed any.

It would be interesting to me to know in advance what part of their clothes the American women expect to wear this season. We hear much nowadays about denudation of the forests; and very likely there is real necessity for corrective measures in that direction, but it is also becoming quite a serious problem, in my judgment, in regard to denudation in women's habiliments.

Hence the protest against the "demoralizing" short sleeves, short skirts, sheer waists, lace stockings, and against the conventional evening dress which even today, after a vogue of many years, prompts the professional comedian to crack a joke about the expensive trifle. No doubt the protest comes straight from the heart. It is difficult for some men to imagine how they could endure a dinner in an eminently respectable but also fashionable house without blushing or uttering a counterblast against what the correspondent calls "denudation." To these men the up-to-date girl is a sort of Lady Godiva; and the best thing for an honest man to do is to go home and pull down the blinds.

If a man feels like doing such a thing, let him do so by all means. Yet there is always danger for so sensitive a person in this co-education and co-industrial world; and maybe he would be better off in some cave in Franklin Park or on some island where he would see nothing but the bare sands and rocks modestly covered with moss and seaweed. The moment a man begins to feel that the world is making him dizzy somewhere around the seat of his conscience he ought to retire. He has moral vertigo. He's a hopeless case.

Parcels Post Stiffening.

Massachusetts Democrats have set a pace which is likely to bring Congress to action in the near future. They have declared outright—without any ifs for the express companies or ands for the country merchant—in favor of a general parcels post. Other States where the cities outvote the cross-roads may be expected to follow suit without more ado, through one or the other of the two larger parties. If they shall, the Postmaster General may expect to find unknown friends holding up his hands.

Aid for the parcels post will not come from the cities only. It will come in substantial form from the farmers all over the United States. The opposition lies in between—in the small towns. The National Grange has made its favor for shipments of parcels by mail felt wherever it could. Probably it played some part in the writing of the platform of the Bay State Democrats. But it has not been a whit more active than the retail merchants' associations, which are as dead set against mail delivery of merchandise as though every premium put upon buying in the quantity did not work to their own direct disadvantage.

The party which comes out in the open on the question, therefore, must choose one group of voters or the other—the whole body of buyers at retail, the city dealers at retail, and the farmers on the one hand; and the country retail merchants on the other hand. So far the latter class has made the more noise, and party leaders have therefore chosen to keep quiet on the subject.

But the demand for a parcels post is too insistent, the number of voters to be benefited by it is too large, for such a policy long to be followed. Other States will take courage from the example of Massachusetts, and a few more clear declarations like "The aims of the Massachusetts Democracy are: * * * Legislation for a general parcels post," will put all the stiffening needed in the backbone of Congress.

A Reform That Failed.

It was inevitable. The Rev. Henry McIlravy's Gossip Corner has failed.

Mr. McIlravy is a worthy dominie of Little Falls, N. Y., who lately made the discovery that women gossip, and who thought to start a world-wide revolution by inviting all the women "who desired to rip-saw their neighbors to occupy his residence on Thursday afternoon of each week, where they would have full opportunity to discuss the shortcomings of their friends and enemies." Mr. McIlravy's idea was to concentrate the gossip evil. So goes the story.

Gossip is a term variously defined. "Idle or familiar talk; groundless rumor; tattle, as of friend with friend; especially scandalous, half-confidential, usually ill-founded personal remarks about, or criticisms of, others." The etymologist, looking around for an apt illustration, at length desperately grabbed at a book which some may have met, "How to Get Muscular," by C. Wadsworth, and, lo! there was the glittering generality: "The gossip in a house always decreases as the library increases."

If Mr. McIlravy had seen this quotation in time he might have invited the gossips to meet in the Little Falls Public Library instead of in his own modest mansion; or he might have started a fund to equip every house in Little Falls with a library of non-destructible books, it being the most serious grievance of every growing family that the young ones show an almost goatish proclivity to abolish reading matter; or he might have asked Mr. Carnegie to come to the relief of the community.

There are indirect and diplomatic ways of beginning a reformation; and the subtle influence of a counter temptation often takes the mind of the subject off the old fascination. Finesse has its triumphs no less than force. But Little Falls was another Brownsville. All the wicked were asked to step forward, and, of course, no one moved.

So Gossip Corner remained unoccupied, and the Rev. Henry McIlravy admits defeat. We hate no doubt all Little Falls sympathized with him and wished him success, and there must be great wonder in many a household that Gossip Corner was not crowded every Thursday afternoon by the people across the street.

Playgrounds and Parks.

Opposition to making a playground of Garfield Park has developed in the East Washington Citizens' Association. Though believers in playgrounds, the members of that body object to having gymnasium apparatus set up on grass plots, and to having an open space now adorned with shrubs turned into a noisy place for children to romp. Some nonsense was talked, but the action of the association grew out of these fairly reasonable considerations.

It is not necessary to attack the public park as it exists in Washington in order to maintain the cause of playgrounds. Both may be wholly desirable. Both are, indeed, practical necessities. But it is hard to follow the judgment which, finding itself required to choose between them, should decide for the parks.

Playgrounds do not pollute the air. Playgrounds are not unsightly to those who love the sight of happy children. Playgrounds need not interfere with the plans of any woman whose custom it has been to sit under a tree in a park and sew; for the tree will still stand, and there will still be space for those who desire to sit as well as those who are glad to run.

And the playground means much more than just an open plot for the freshening of the air. It means sturdy arms and legs, pure thoughts, light hearts, diverted and rested minds, deep breathing of the air which in a stiff and formal park would barely fill the lungs of tots led up and down its gravel walks. The child of today is the citizen of tomorrow. We must make him strong even at the cost of some inconvenience to ourselves. In East Washington that inconvenience is just now taking the form of changes in Garfield Park. The people of that section will be vastly better off if they suffer it than if they follow the action of their citizens' association and restrict the youngsters to formalism.

This is true on the merits of the case. It is made specially pertinent to the city east of the Capitol by a tendency spreading among the owners of vacant lots in that neighborhood. Heretofore those spaces have been informal, unequipped playgrounds. Now the police are being asked to keep children away from them on the assumption that furnished playgrounds are being provided. If all such improved spaces in the District—twenty-five there are—were in East Washington alone there would even then hardly be room in them for the children of East Washington. But with only three, the grown-ups would better go slow before they gravely resolve to close one of them for the sake of a little grass.

The fact that former President Cleveland will be unable to attend the meeting of governors and distinguished citizens the present week, to discuss the conservation of resources, will be a matter of the deepest regret to everybody who attends, and to all genuine Americans as well. The former President is by common consent and by merit as well, the foremost private citizen of the United States, and the fact that serious illness will keep him away from a gathering at which he would be recognized by all as the premier, is a matter of regret to all.

The hosiery and knit goods associations of the country have been consolidated for purposes of handling trade interests. Sort of knit together by the common interest, so to speak.

This plan of having a secret panel door in the private office of the bank's cashier seems to correspond, in finance, to the legislative method of having the committees where you know how to handle 'em.

Sir Thomas Lipton announces once more that he is ready to challenge for the America's Cup, provided the international measurement rules shall be applied. It does seem as if, sometime or other, a quorum of real sports ought to get into control of a meeting of the racing committee of the New York Yacht Club, and permit a race that would be a real, honest race, with a chance for everybody.

Even the railroad rates to the Chicago convention are going to be cut. Seems as if everybody had his knife out in connection with that most interesting event.

The revolutionary movement in Peru has been suppressed. He was a person named Durand, and it is authoritatively announced that he will be hanged without unnecessary delay.

A New Brunswick bank has failed and can't pay over 6 per cent on its deposits. Thus do the currency reformers who have been pointing to the Canadian system as a model, receive another severe shock.

THE NIGHT OF ALMOND BLOSSOMS

The blossoms range their silver tents
At twilight down the tavern lane;
The South wind comes to hawk her scents
Unto no rose in vain.
But ah! beloved, see, the sun
Still waits thy lute's soft laughter;
The stars come slowly, one by one,
The shades of night flock after.

And as the mule-bells die away,
Each tavern cool hath found a guest
Who soon his burden down will lay
And turn him to his rest.
Hark! now, alas, outside thy gate
Thine ivory castanets I hear,
The while another through thy grate
Steals down the pathway near.

Ay, ay-di-mi! to watch all night
Without thy moonlight walls and weep
Till the last loper in the white
Of dawn hath stolen to sleep!
Then from Granada let me haste,
With spurs that bleed at every thrust,
Till at the noontide, 'mid the desert's waste,
I swoon into the dust.
—Thomas Walsh, in Putnam's Monthly.

TROPICAL MEDICINE.

It is intended to establish an institute for tropical medicine at Townsville, in Northern Queensland. The general management will be undertaken by the three Australian universities having medical schools—Sydney, Melbourne, and Adelaide. The federal government of Australia and the government of Queensland have agreed to give the new institution substantial assistance, and the management of the Townsville Hospital have set aside a building to be used as a laboratory for the purpose.

ROOSEVELT VOTES WEAKEN MR. TAFT

Three States Instruct Delegates for President's Renomination.

These Nominees to Become "Second Elective Term" Advocates.

Now that everybody else seems disposed to admit that Secretary Taft has a fine, comfortable lead, the alliance against him is setting up some new stunts by way of beating him out of all the advantage he has gained.

The week-end political fulminations of the opposing sides, as issued last night, were in much the same tone as heretofore; a tone of the sort of confidence which seems to hope the reader will be innocent enough to believe it all. But "the play's the thing"—the doings back of the statement count.

In truth, and without prejudice either way, it must be said that the primacy of Theodore Roosevelt in the public thought and popular affection has been made more manifest by the doings of the last week, than in two months before. Roosevelt carried the primaries in Texas and California in spite of himself; the Utah convention went for him despite himself; and he has got enough votes, in short, to make him probably the second candidate in the convention; Taft first, Roosevelt second, and the rest trailing.

Weakens Taft Vote.

More than this. The President's appearance in the list of candidates with real live delegates opposite their names, takes just that many from Taft. If Texas, Utah, and California vote for Roosevelt on first ballot, Taft probably cannot be nominated on that ballot. And all the Taft people have been insisting that they would nominate on the first ballot. They have counted Texas and California to do it.

So the anti-Taft managers calculate that Taft cannot be named on first ballot. But they have larger plans than that. They expect to turn some real tricks between now and the convention, and one of them was disclosed yesterday.

It is proposed to have a great number of Republican candidates for office—nominees on State, county, and Congressional tickets—invade Chicago at convention time, and tell the delegates plainly and squarely that if the Republicans want to win, they must have Roosevelt. These candidates—nominees of their party for State treasurer and county surveyor and township trustee and all the comfortable jobs with salary attachments—are to unite in a tremendous insistence, before the convention, that if they are to be elected they must have the ticket headed by Roosevelt for President.

Nominees Are Scared.

Now, it happens that this sort of movement doesn't need to be manufactured. The truth is that a number of candidates for local offices in different parts of the middle West—most of them nominally Taft men, too—have opened up just this sort of movement of late. The candidates in Ohio and Indiana are scared thoroughly; Illinois is not much better, and Iowa, split as it is by a terrific Senatorial fight, which seems certain to drive the defeated faction to a bolt, is coming to be recognized as uncertain on the State ticket. Wisconsin is set down in all the possibly Democratic lists, even by Republican statisticians. New York, New Jersey, and Delaware always figure in the dangerous list; the border States are conceded as probably Democratic.

In this situation, the candidates for the local offices think they are entitled to consideration. They want the national ticket fixed so that it will help them, rather than be a load to them. They want buoyancy, not ballast, at the top. They want Roosevelt.

"Why, he'd sweep Ohio by 300,000; Taft may carry it, or may not," declared a local candidate in that State, who was in Washington recently. And that is the epitome of the opinion of a great number of the lesser politicians, whose wishes are to be systematically appealed to from this time forth. The anti-Taft people fully believe it will be the best card they have played.

Taft Claims It All.

The weekly announcement of victory absolutely achieved came last evening from the Taft forces in these terms:

"With California, Georgia, Louisiana, Michigan, Montana, North Dakota, Oregon, Texas, and Washington, as well as a score or more of scattering districts, nearly all of which will instruct for Secretary Taft, yet to hear from, the Ohio man is already as good as nominated. If none of the conventions scheduled for next week, which entail the election of an additional 128 delegates, should be held, yet Secretary Taft would have enough strength to nominate him on the first ballot at Chicago. There will be 980 delegates in that convention, and 491 necessary to a choice. The developments of this week swelled Taft's instructed following to a total of 454 delegates. The number of uninstructed delegates is 171, and three-fourths of them favor the nomination of the Secretary of War.

"Of the 154 delegates elected this week, 72 were instructed for Taft and two for Foraker, the others being uninstructed. Among the uninstructed are the delegates from two New York districts as well as the New Jersey and Utah delegations, the latter, however, virtually pledging its allegiance to Secretary Taft."

Allies, Too, Claim Victory.

On the other hand the press bureau of the allies announced that the loss of Texas, California, and Utah showed that methods which could gain Wall Street were pretty sure to do harm elsewhere. The allies framed their assurances thus:

"With only a week remaining until the close of the period for the election of delegates to the national convention, the impossibility of Secretary Taft's nomination on the first ballot, which has been confidently predicted by the Taft management is now conceded by the more conservative friends of the Secretary of War. A significant feature of the situation is that the balance of power in the Chicago convention will be held by uninstructed delegates who will be free to take such action as may at the time seem for the best interests of the party.

"The most significant development of the past week has been the revelation in the primaries in Texas and California, and the State convention of Utah, that Secretary Taft is only the second choice of those who have been identified in those States with the Taft movement.

"While Connecticut, during the week, became the first State north of the Ohio and east of the Mississippi, excepting the home State of Secretary Taft, to instruct its delegates at large for the Secretary of War, four of the delegates from that State are uninstructed. New Jersey was added to the list of States which sends a delegation to Chicago free to act in the interests of the whole party."

Railroads Seize Slack Period For Fight Upon Rate Regulation

Tariffs That Are Remunerative in Active Times Yield No Profit—Government to Have Hard Time Proving Its Case.

It is now practically certain that the allied railroad interests of the country, after waiting long and patiently, are making final preparations for the great, determinative contest to fix the limitations of the power of Government control.

If possible they propose to secure court decisions which will put an end to the Government's pretensions to the power of rate-making. If they fail of this they will aim at least to get that power so limited as to make it ineffectives.

The railroad managers and financiers realized, when they were highly prosperous, dividends large, and surpluses growing by leaps and bounds, that it was no time to go to court with their fight against the whole proposition of Government control. They must show, whenever they make that fight that Government control and rate-making menace their properties with such uncertainty about their revenues, and threaten the possibility of confiscation to such a grave extent, that to leave that power in the Government places their entire and vast investment in a precarious situation.

Slack Period Time to Fight.

The time for such a showing as this obviously is a time of slack business, limited revenue, and close operation. This for the reason that the general principle of the Government's right and power to take a hand in rate-making is not now open to serious and effective question, unless indirectly. The courts will not deny the right of the Government to fix a rate; but they will insist that the rate must be fair, reasonable and remunerative. There is a wide range of possible definition and application of those words. For example, it is well known that among the vast number of items which go to make up the revenue of a railroad, the question of whether a single specific rate is compensatory practically can not be answered.

When a road is offered all the tonnage it can handle, and gets it in solid trainloads to be hauled long distances, a very low rate might be found, when applied to the entire volume of business, to be compensatory and even highly profitable. But if the volume of business should be greatly reduced in a time of depression, then the same rate, applied to the lessened volume, might be found by the court to be unremunerative, and even confiscatory.

Must Make Money All Time.

Now, it is pointed out by the railroad people, railroad rates must be compensatory in bad times as well as good. There are many rates which, if attacked a year ago on the ground that they were not high enough to be compensatory, would have been sustained on the general ground that the roads involved were in fact profitable and prosperous. Yet the same rates, attacked today, in a time when the volume of traffic is vastly less, might be held by the same court to be unreasonably low.

Penalty Public Pays.

It is part of the penalty which the public pays for its right to supervise these rates of public service corporations, that it must, on the other hand, provide enough revenue, in bad times as well as good, to keep the properties going.

That is the reason, it is explained, why the present is the auspicious time for railroads to undertake increases of rates. The road which is not earning its dividend has a good prima facie case of needing more revenue. If it raises its rates in order to get that revenue, and is then stopped by injunction from enforcing the new rate, it can make a showing before the court that it needs the money. On the present volume of traffic, and in present business situation, many a road could sustain the increased rates.

Once litigated to the conclusion that it was fair and reasonable, an increased schedule of rates would be likely to remain in effect a good many years before it could be reduced. Therefore, every increase of rates which the railroads can now secure on the plea of needing greater revenues, they are likely to continue charging long after times are once more good and the normal value of freight moving.

Attacks Regulation Principle.

But this is not the only serious possibility involved in the move of the railroads to effect a general raise in rates. Suppose the railroads raise rates and make a fight in the courts to show that the increased rates are reasonable under present conditions; how will they argue? Railroad men and lawyers familiar with both the practical and the legal questions, believe that they will make a most effective presentation of the proposition that, unless the railroads are permitted to adjust their rates at a given time to the existing necessities of their business, without interference by any Government authority, their properties will at all times be in danger of confiscation by reason of the uncertainty of their ability to meet pressing necessities.

The department store manager who finds himself overstocked may reduce rates and turn his goods into cash. The railroad can't do that; it must charge higher rates on an increased volume of business, or else reduce expenses. But it can't reduce fixed charges. Those work all the time, in good and bad seasons. Therefore, the railroads will argue when their great test of Government's right to control rates goes up to the courts, that the very uncertainty of their ability to change rates quickly and safely when business conditions require, makes the whole scheme of Government control a menace to the solvency and security of their property.

On such a presentation of their case, advocates of regulation fear the courts might be induced to make some decision greatly restricting the scope of Government rate-making and controlling power. Certain it is that the railroads are getting ready to make up such a case; and likewise certain that present business conditions place the Government at a tremendous disadvantage in defending such an action.

Foraker Quits Rate Law Query

Senator Foraker has abandoned the idea, at least for the present, of trying to obtain from the Attorney General an admission that he has promised immunity to those railroads which have violated the "commodity clause" of the railroad rate law by carrying coal, etc., from lines owned by them.

"What's the use?" he asked, yesterday, in response to a question on the subject. "Here it is the 9th of May, and the law went into effect on the 1st of May. The railroads are still hauling their own coal, and nothing has been done to them. It must be evident to everybody that an arrangement granting them immunity was made, and still exists.

"The principal object in getting the resolution adopted the other day asking the Interstate Commerce Commission for information on this subject was to help me get rid of the resolution offered by Senator Elkins, which proposes to suspend until January, 1910, the penalties attached to the law. I wanted to clear the way for the consideration of my Brownsville bill."

In support of his position that there is no necessity for the passage of the Elkins resolution because the railroads are in no danger, Senator Foraker is in possession of the statement issued last March by Attorney General Bonaparte himself for publication in the press.

BISHOP'S WIFE HEROINE IN FIGHTING PLAGUE

BALTIMORE, Md., May 9.—The sacrifices, fearlessness and work of the American missionary in Southern Asia were told in the report of Bishop Oldham of that field. His story of the wonderful conversion of 563 persons from "raw heathenism" at the China centennial jubilee and their immediate baptism created great enthusiasm.

The story of the death of Bishop Fitzgerald and his daughter, Miss Cornelia Fitzgerald, as a result of their fatiguing journeys through India, brought tears to the eyes of many of the delegates. In telling of Miss Fitzgerald's illness of smallpox, Bishop Oldham said she had been accompanied to the hospital by the wife of a missionary. He did not mention that the "wife of a missionary" was Mrs. Oldham. He did not tell how she remained with Miss Fitzgerald when all others fled, nor how she nursed the sick woman until her death.

It remained for a delegate who had heard the story of Mrs. Oldham's heroic work to tell of it. The announcement was greeted with great applause, and the delegates and bishops rose to their feet in Mrs. Oldham's honor. She was present during the reading of the address, but hurriedly left when the story of her conduct was begun.

The deaths of many missionaries from disease were described.

The politics of the East was dealt with in the report. Special attention was paid to conditions in the Philippine Islands. The American administration was praised and a great change in the sentiment of the natives in favor of the United States was reported.

DISTRICT MILITIA PLEASES ADJUTANT

"I find that everything is splendidly conducted."

So said Capt. Samuel E. Smiley, who has come to this city to take the position of adjutant of militia of the District of Columbia, in describing conditions in the guard as he found the organization.

"I have not been here long enough," he continued, "to be able to discuss conditions in a detailed manner, but my general impression, gained by my introduction to the work of my office, is that everything is going splendidly.

"I saw the District volunteers in action during the Spanish American war. They accredited themselves in great shape there.

"I hope to be able to keep everything in as excellent condition in the future as it has been in the past."

CHEMISTRY OF LIFE.

It is well understood today that all the phenomena of life are to be explained on the basis of chemical and physical laws, and it is partly because of a clear recognition of this fact that biological chemistry has finally attained the eminence it has now reached as a division of biology, a branch of study that promises much in the most intricate of the present-day problems of life.

There is another reason why biological chemistry has shown such remarkable development during the past decades, and that is because of the direct aid it has furnished, and still promises to furnish, to physiology, and to both experimental and practical medicine. Physiology as an independent science, having to do with the study of function, has grown in keeping with the increasing demand for wider knowledge of the processes of life, and this has led quite naturally to a broader recognition of the importance of the chemical side of physiology, since the physical side has been found inadequate to explain all the varied phenomena of living organisms. As a result, physiological chemistry has developed by leaps and bounds, until today special laboratories, and journals devoted to this subject are to be found on all sides.—Exchange.

MAN WHO MADE STANDARD TIME

Allen Introduced Harmony and System in Our Chronology.

Caused Great Change in Habits of North Americans.

Practically every one knows that there are four different standards of time prevailing in the United States—Eastern, Central, Mountain, and Pacific time—but there are few that know that the adoption of this method of regulating time was due almost entirely to the efforts of one man, and a New York man at that. By general consent the credit for this work of bringing order where chaos reigned before is given to W. F. Allen, secretary and treasurer of the American Railway Association, and since 1872 editor of the Official Railway Guide. In recognition of this achievement Mr. Allen is often referred to as "Father Time," or the "Father of Standard Time."

His is the distinction of having caused a greater change in the habits of the people in the United States and Canada than any other man now living. Mr. Allen is the only man who ever lived that once caused Trinity clock to stop three and a half minutes in the middle of the day, while thousands of people stood around the corner of Wall street and Broadway, watches in hand, waiting for the stroke which would show that it was exactly 12 o'clock in Washington, Baltimore, Philadelphia, New York, Boston, Portland, and Pittsburg; 11 o'clock in Chicago, New Orleans, and Omaha; 10 o'clock in Laramie, Wyo., and Salt Lake City, and 9 o'clock in San Francisco, it being 8 o'clock in Sitka, Alaska, 1 p. m. in San Juan, Porto Rico, 5 in London, and 1 a. m. the next day in Manila, P. I.

Established in 1883.

The day on which this almost world-wide revolution in measuring time took place was November 18, 1883. There are people who will recall what excitement it caused at the time. There were those who declare such a thing an outrageous and impertinent meddling with the affairs of the Almighty, and there was one clergyman in Charleston, S. C., who declared that this presumption on the part of puny humans would be followed by some terrible visitation signifying the anger of the heavenly powers. The Charleston earthquake did follow soon after, and no doubt the worthy clergyman considered that a special fulfillment of his dire prophecy.

Previous to 1883 the methods of measuring time in the United States were so varied and so numerous as to be ludicrous. There were fifty different standards used in the United States from coast to coast, and on one road between New York and Boston, whose actual difference is twelve minutes, there were three distinct standards of time.

Even small towns had two different standards, one known as "town" or local time, and the other "railroad" time. Naturally this condition of affairs caused endless complications, and railroad officials were harried to the point of despair in their efforts to make out time tables that could be understood by the lay public.

There are many minds which wrested with the problem. As early as 1869 Prof. Charles F. Dowd, the principal of a young ladies' seminary at Saratoga, N. Y., worked out a theory by which he proposed that time should be registered by meridians of one hour apart. Several scientists and mathematicians also worked out similar theories about the same time, among them being Sir Sanford Fleming, Prof. Benjamin Pierce, and Dr. Thomas Hill, president of Harvard University.

Washington Made the Basis.

Prof. Dowd presented to railroad managers quite an elaborate plan, in which he proposed that the local meridian of Washington should be made the basis. He afterward suggested the New York city meridian as a basis, and then the Grenwich meridian. His plan advocated the retention of local time in all places, and proposed that the difference between local time and railroad time at stations should be indicated by plus and minus signs. Though it was generally admitted that his idea was good railroad men decided that Prof. Dowd's plan, as presented, was too complicated and presented too many difficulties to be put into practical use.

Between the years 1876 and 1882 Sir Stanford Fleming presented a carefully worked out plan to the American Society of Civil Engineers. He suggested the 24-o'clock notation, similar to that still in use on the International railway in Canada, and also suggested the use of letters instead of numbers in marking the hours. The time zones, each one hour apart, he marked off geographically and located upon State boundaries. This plan never was presented officially to the railroads, so nothing ever came of it.

The case seemed almost hopeless, says the New York Press, and railroad men were about to decide that the difficulties in the way of standardizing time were practically insuperable, when in April, 1883, Mr. Allen announced to the general time convention and the Southern rail time convention, bodies which afterward combined into the American Railway Association, that he had worked out a system which he considered practicable. He then presented his formal report.

Differed From Other Systems.

His plan was based upon the even-hour differences, but in other respects differed materially from all other systems previously suggested. Among its distinctive features were provision for an elastic instead of a rigid boundary line between the hour sections; designation of every point upon the bondary lines where the change from one hour section to the other was to be made; a method of passing from without danger of interference or mistake; definite information as to the changes required in the schedule of every train on each railroad, in passing from the use of the old to the new standard, so as to preserve unbroken the relative time and connections with trains on other roads, and the suggestion that it would be well practically to abolish local time.

At noon, then, on November 18, 1883, there was a general resetting of watches and clocks all over the United States and Canada, and the four great time zones, one hour apart into which the country is divided, came into being. So smoothly did Mr. Allen's plan work from the beginning that the general readjustment was accomplished without great difficulty, and it has worked satisfactorily ever since.

Other countries were quick to take notice of the convenience of this new arrangement, and many of thm have adopted the same system. With the exception of France and Russia every European country regulates both its railroads and local time by the Greenwich meridian or meridians exactly one or two hours from it.